

King County, West Seattle BRT (RapidRide)
Seattle, Washington
Project Development
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.0 Miles, 12 Station Pairs
Total Capital Cost (\$YOE):	\$28.37 Million
Section 5309 Small Starts Share (\$YOE):	\$21.27 Million (75.0%)
Annual Forecast Year Operating Cost:	\$9.00 Million
Opening Year Ridership Forecast (2013):	3,500 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: King County Metro (KCM) proposes to construct a bus rapid transit (BRT) line from Westwood Village in West Seattle to the central business district in downtown Seattle. The project includes traffic signal priority, transit bypass lanes and the purchase of 15 low-floor, branded, diesel-hybrid vehicles. The proposed service will operate with 10-minute headways during peak hours and 15-minute headways during non-peak hours.

Project Purpose: The purpose of the West Seattle BRT project is to improve bus service in the corridor by offering a high amenity, high frequency service that reduces travel time, improves schedule reliability, and enhances rider comfort. In the Puget Sound region, general purpose traffic congestion is a major issue, creating backups and slowing travel in areas with limited access points, such as West Seattle. West Seattle RapidRide would improve access to downtown Seattle's 150,000 jobs and enhance service to many intermediate destinations such as the Fauntleroy Ferry Terminal, and shopping and business districts at West Seattle Junction and California Avenue SW. Route 54 and the Route 54 express are the primary existing transit services in the proposed corridor. There are over 3,500 boardings each weekday on these routes and 6,700 riders on other routes within one-half mile of the West Seattle RapidRide corridor. Implementation of transit lanes (that allow other vehicles making right turns to access businesses), off-vehicle fare collection, transit queue jump signals and transit signal priority would reduce transit travel times. Improved station amenities, including real time arrival information, larger, lighted shelters, and well-designed buses would improve the quality of service provided.

Project Development History, Status and Next Steps: KCM adopted a six-year Transit Development Plan that included strategies to pursue BRT in the West Seattle corridor in 2002. In 2006, County voters approved a sales tax increase of 0.1 percent to fund "Transit Now" initiatives, which included the West Seattle BRT project. The Puget Sound Regional Council, the region's metropolitan planning organization, included the project in the "Destination 2030" financially constrained long-range transportation plan in 2009. In August 2009, FTA determined the project qualified as a Class II documented categorical exclusion. FTA approved the RapidRide E Line into project development in December 2009. KCM anticipates receiving a construction grant in 2011, with start of revenue operations in 2012.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$21.27	75.0%
Local: Dedicated Sales and Use Tax	\$7.09	25.0%
Total:	\$28.37	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

West Seattle BRT

King County, Washington

